Improving Mobility with Intelligent Transportation Systems (ITS)

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Introduction/background

- Summary of ITS initiative
- Purpose of National/Regional/project architectures
- What’s a Regional Architecture?
- How does the architecture become real projects?
Key points from Federal perspective

- Regional Architecture by April 8, 2005 or 4 years after 1st ITS project
- Conforms with national architecture
- Appropriate to your region/city
- Local partnerships critical
- Large cities - Incident management & work zones
- Mid/Smaller cities – Signals & transit
ITS around the State

- NIRPC, MACOG farthest along
- Kokomo, Indy progressing well
- Ft. Wayne, Evansville, Bloomington started
- MPO Council - ITS sub committee
ITS around the State (cont.)

- Borman TMC & ATMS (detectors, cameras, communications system, DMS)
- Indy TMC & ATMS – under construction
- Indy incident management plan
- Kokomo mini ATMS & signal coordination
Architecture to Real Projects: KIPDA example

- Schedule with 8 major tasks:
  - Preliminary Architecture work
  - Inventory of existing & planned projects
  - Assessment of regional needs (built around service areas/market packages)
  - Stakeholder forum
Architecture to Real Projects: KIPDA example (cont.)

- Development of prelim architecture
- Review/Revise prelim architecture
- Sequencing projects & ID agency responsibilities
- Creation Regional Architecture & final documentation
Common Questions

- Are MPOs required to prepare architectures?
- What funding is in jeopardy if there is no architecture in place? Why this federal requirement?
- How can we get the stakeholders to cooperate?
- Should INDOT do the architecture?
Common Questions

- What assistance is available for preparing an architecture?
- See web site: www.its.dot.gov for frequently asked questions, cost-benefits & other info
Other Questions?

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